The Victoria Daily Times.

VOL. 1. VICTORIA, B. C., THURSDAY, SEPTEMBER 18, 1884. NO. 87.

GENERAL NEWS.

The Doings of the World in Brief.

A TERRIFIC THUNDER STORM.

A Judge's Apology—Inland Revenue—Mountain Snows—Divorce in High Life.

OPPOSING BEER MANUFACTURE.

At Port Arthur 120,000 tons of coal have been unloaded this year.

O'Leary won the six day's walking match at St. Louis, making 513 miles.

Eight thousand sheep have arrived for the Cochrane ranch at Fort McLeod.

Mr. Gladstone is considering a scheme for the re-distribution of seats.

A great crowd of Europeans and natives welcomed General Wolseley at Cairo.

A terrific thunder storm passed over the Ottawa district lately, doing considerable harm.

The tug of war between teams from the Buffalo and Toronto police was won by Toronto.

The project of England taking possession of the delta of the Niger river in Africa is popular with all parties.

At Paris, Ontario, several persons have been fined for rotten egging General Atherton, of the Salvation Army.

Four livery stable keepers in Kingston, Ontario, have been fined $10 and costs each for hiring horses on Sunday. The case will be appealed.

When Sir Hector Langevin and Hon. Mr. McLelan left the Rockies a few days ago, there was six inches of snow in the mountains.

Alderman Wilson, chairman of the Finance Committee, of Winnipeg, has been arrested on charges of fraud and connivance in civic matters.

Martin and John Mann, father and son, of Guelph, have been sentenced to seven years and six months respectively for cattle stealing.

The Grand Jury returned a verdict of "no bill" in the case of Henry Bulmer, of Montreal, a director of the Exchange Bank, accused of fraudulent preferences.

A dispatch says Dr. Muirhead, the electrician, has finished the duplexing of the new commercial cable, and is about to proceed to America.

At QuAppelle, N. W. T., a meeting of 250 people passed a resolution unanimously protesting against the proposed manufacture and importation of beer.

A number of young ladies of the best families of Halifax, attending the Brunswick school have left because a colored girl was admitted.

Jake Gaudaur, of St. Louis, and George Hosmer, of Boston, have signed articles to row a three-mile race on Crevecour Lake, near St. Louis, Sept. 21st.

A Montreal grand jury presented a true bill against Alex. Buntin, a director of the defunct Exchange Bank, charging him with fraudulent preferences.

Judge Mousseau, of Quebec, has apologized for slanderous words used by him concerning Mr. Fortier, ex-Clerk of the Executive. The action for libel against him will be withdrawn.

A movement is on foot to present Mr. Costigan, Minister of Inland Revenue, with a house and lot. The house which it is proposed to purchase is on Metcalf street, and the grounds are valued at $8,000.

Jim Earle, a colored man, who eloped with another man's wife in Greenville, S. C., received one hundred and fifty lashes with cowhide and hickory switches from a mob. The woman returned to her home.

Edward LeRucy, manager of the Ontario Financial Association, London, Ont., has been served with a writ for $5,000, at the instance of Laura Louise Cameron, for breach of promise. The case will be tried at the October Assizes.

At a bicycle tournament in Toronto, Clark, of Woodstock, covered a mile in 2 min. 59½ sec., beating the record, which is 3 min. 9¼ sec. Clark is seventeen years old. He began cycling last summer.

Nelson Smith, of Montreal, intends petitioning the Senate for a divorce from his wife. The parties are well known and move in high circles of society. Before the affair is settled considerable scandal will be unearthed.

The Perth Courier says: Last Monday Mr. Peter McLaren, lumber merchant, received a cheque for $120,000, in full payment of the judgment and costs in his suit against the Canadian Pacific Railway Company, on account of the fire in his lumber yard at Carleton Place a few years ago. Of this 100,000 was the original amount of the verdict, the remaining, $20,000 was to cover the costs incurred. This is an end to this long-winded and widely-noted suit.

Plumes of Wood Fiber.

[Chicago Times.]

A Maine man has applied for letters-patent for the manufacture of plumes from wood fiber, and other fluffy materials, which can be cheaply made, and at the same time are very ornamental and durable. He claims to be able to produce a plume eighteen or twenty inches in length that can be sold for 50 or 75 cents, which, for street parade purposes is as good as a $5 feather.

GREELEY, COLORADO.

The Colony Which Horace Greeley Sent Out into the Desert.

Its Early Struggle for Existence and Its Present Prosperity—Irrigation—Magnificent Wheat—The Arkansas Valley.

[Cor. Chicago Tribune.]

Fourteen years ago Horace Greeley was chiefly instrumental in sending a colony of 100 families to Colorado to make an experiment in farming that almost rainless desert by means of irrigation. They went forth from the eastern states under the guidance of Mr. Meeker—the same man who was afterwards massacred by the Indians. The colony located on the Cache la Poudre creek, which is fed by the melting snows of Long's Peak. The town of Greeley was laid out in 1870 not far from where the creek empties into the South Platte river, and is fifty-five miles north of Denver and about the same distance south of Cheyenne, and is some twenty or thirty miles out in the plain east of the mountain range. Several other streams flow out of the Long's Peak group of the Rocky mountains and empty into the Platte near Greeley.

The first year was devoted to erecting shanties and digging a long canal and lateral ditches. The second year a crop was raised; the third year every green thing was devoured to the last blade by the grasshopper plague. This was in 1873. Many of the colonists, becoming discouraged, sold out their improvements for what they could get, shook the dust of Greeley off their feet, and returned to their eastern homes. But other bolder and tougher men took the place of the despondent "tenderfeet." The struggle for existence continued, but in a little while more abundant crops began to reward the efforts of the colonists. The Greeley settlement is now the most prosperous and happy community in the whole of Colorado, and the town is the handsomest in the state.

The first canal constructed was twenty feet wide and thirty miles long, and capable of watering 60,000 acres of land. Since then other canals have been constructed and large areas of country laid under water. Greeley now contains upwards of 3,000 inhabitants, living in 600 also-houses, embowered in shade trees and each with its fruitful garden. One of the best hotels in the state is there; a Chicago man has established a national bank; there are two well-conducted newspapers, several flour-mills and other manufactories, and last year so much wheat was raised in the county that a good many thousand bushels of surplus were shipped east for a market. The Greeley colony having set a successful example, numerous other colonies have followed in its footsteps and profited by its mistakes. It is now surrounded by such colony towns as Fort Collins, Evans, Longmont, Platteville, Loveland, Eaton, Windsor, Berthoud, Boulder, and other towns, all practicing its methods.

A citizen of Greeley took me for a drive into the country to see farming by irrigation. We passed through scores of beautiful farms growing as fine crops as I ever saw in any country. There were numerous wheat-fields that will produce more than thirty bushels per acre—not small patches, but fields of twenty to 100 acres each of magnificent wheat; other fields were covered with oats, which will yield forty to sixty bushels of excellent quality. There was a great deal of corn looking fairly well, and which will produce thirty to thirty-five bushels per acre. Corn is the poorest crop grown, and the best one is alfalfa, a species of clover, which grows with wonderful luxuriance, producing three or four crops a year, and each cutting averaging two to two and a half tons of hay to the acre. When I took the ride the farmers were mowing alfalfa for the second time this season, and they will make hay again toward the last of August, and some of them twice before winter. Everybody testified to the excellent character of this feed and its nutritious quality for cattle and milk cows. It is fed to hogs, and fattens them rapidly. Several farmers assured me that one acre of alfalfa will produce as much fodder as five or six acres of clover, timothy or blue grass in the eastern states. (Illinois, Kentucky and Indiana are called eastern states.)

There is a perfect furor for alfalfa in Colorado, and thousands of acres were sown with its seed this spring around Denver and Greeley. Once fairly rooted in the ground it grows and produces for nearly a lifetime without renewing. One of its peculiarities is that it strikes down into the soil a tap root in search of water to an astonishing depth. The roots of 5-year-old alfalfa are found to have penetrated ten feet, and in some instances even deeper. It is the remarkable property of going deep down in search of moisture that makes the plant so valuable in these dry regions. Alfalfa is undoubtedly the fodder of the future on these arid plains wherever a little irrigation to give it a start can be procured. It is a perfect success in Utah and California, and is proving to be the same in Colorado and New Mexico.

The most extensive system of irrigation at present in the state is in the country around Greeley for twenty or thirty miles. The quantity of land that can now be wet is not far from 200,000 acres, which is more than all the irrigated land in Utah at the present time. The farms in the Greeley region mostly exceed eighty acres and some several hundred. The Utah farms of the Saints consist of patches of a dozen acres or a score at most; but they are very carefully tilled and watered.

LITTLE STORIES.

Old and Good, Heard, Remembered and Retold.

These two little stories are old, but very beautiful. They have been told in many words and told in few, and will bear retelling as long as ingratitude exists and sympathy is needed.

A certain man gave a dinner to all the virtues. The company assembled in the banquet hall, the fairest, the goodliest, the loveliest twin-pairs who ever sat down to feast together. In looking over the company from his place at the head of the table, he noticed that the two most beautiful women seemed to be strangers to each other. Ever he knew them not. "Who are they?" he asked of his other guests, and was much astonished when told that they were Benevolence and Gratitude, and that they had never met.

A young girl who had married and gone to a new country was very unhappy. She wrote her mother that she was miserable, and had no one to tell of her wretchedness. "Oh, my daughter," replied the mother, "tell your sorrows to the walls of your dwelling, to the stones upon the street, to anything within the sound of your voice; but do not carry them upstairs in your heart or it will break."

American Israelite: It is a crime committed against a child, if its mind is engaged in anywise before it is at least 6 years old.

Arrival and Departure of Steamers.

FOR PORT TOWNSEND and all points on the Sound—The Olympian and North Pacific leave alternate mornings at 8 o'clock, making close connection with the N. P. R. R. at Tacoma.

FOR NANAIMO—The R. P. Rithet leaves Monday, Wednesday and Friday at 1 p. m., returning on the alternate days.

FOR NANAIMO—The Amelia sails every Monday morning at 10 o'clock and, every Friday Morning at 7 o'clock.

FOR BURRARD INLET AND PORT MOODY—The Robert Dunsmuir leaves on Tuesday at 5 p. m. and on Monday of following week for Burrard Inlet and Comox.

FOR FT. GEORGE, NEWTON, CHEMAINUS, LADYSMITH—The Dunsmuir leaves on Tuesday at 7 a. m.

FOR NEW WESTMINSTER AND PORT HAMMOND—The Amelia sails every Wednesday at 1 a. m.

NEW WESTMINSTER ROUTE—Steamer Idaho will leave Tacoma every Sunday at noon, Seattle at midnight, Port Townsend at 6 a. m. Monday, arrive at New Westminster noon Tuesday.

Leave New Westminster 8 a. m. Wednesday, arrive at Tacoma Thursday p. m.

Interesting to Travelers.

Messrs Hall & Goepel, Government street, agents for the Northern Pacific Railway and O. R. & N. Co., sell through tickets, with coupons, to all points East of Portland. The following are the rates charged to the places named (subject to alterations):

	1st Class.	2d Class	3d Class
Boston	$135 50	$100 50	$71 50
New York	133 50	107 50	72 50
Halifax	148 50	118 50	83 50
St. John, N. B.	144 00	115 50	83 50
Philadelphia	131 75	106 00	71 00
Montreal	135 50	105 50	70 50
Toronto	127 50	101 50	66 50
Kingston	123 25	103 70	66 70
Ottawa	135 50	106 00	71 00
Hamilton	129 25	101 50	68 50
Guelph	126 75	101 50	68 50
London	124 00	99 00	64 00
Buffalo	127 50	101 50	66 50
Detroit	121 50	96 50	61 50
Chicago	113 50	90 50	60 00
St. Paul	105 00	82 00	52 00
Duluth	105 00	82 00	52 00
Winnipeg	113 23	90 25	52 25

Pulman Car accommodation from Portland to St. Paul can be secured at the above office in advance. A Dining Car is attached to all through trains; meals served at 75 cents. The Atlantic Express leaves Portland daily at 11:10 a. m., affording travellers an excellent opportunity of beholding the unrivalled scenery of the Columbia River as far as The Dalles.

Condensed Through Time Table.

Passengers going South and East will find the following time card of interest:

Atlantic Express.	Mixed.	Mixed.	STATIONS.	St. Paul Express.	Pacific Express.
11 40 AM	1st	6	Lv....Portland....Ar	4th	12 05 PM
12 25 PM	dep		East Portland	day	11 20 AM
4 25	"	66	Arr....Hood River....Lv	"	7 52
5 30	"	"	Ar.....Dalles.....Lv	"	6 25
9 13	"	98	Lv.....Celilo.....Ar	"	3 00
10 15 PM	"	187	Lv.....Umatilla.....Lv	"	1 45
12 10 AM	"	306	.....Ferbs.....	"	12 10
7 10	"	306	.....Pendleton.....	"	10 05
7 45 PM	"	314	Ar. Wallula Junction	"	11 35 PM
3 00 AM	"	348	.....Walla Walla.....	"	9 05
4 00	"	366	.....Dayton.....	"	8 00
4 35 AM	"		Cabbage Junction	"	8 30
11 00 M	M		.....Endicott.....	"	4 00
2 00 PM	"		.....Colfax.....	"	11 00 AM
6 20	"	535	.....Spangle.....	"	7 32
8 45	"	575	.....Spokane Falls.....	"	5 35
10 05	"	602	.....Hatboux.....	"	3 55
11 50	"	623	.....Missoula.....	"	2 15
3 30 AM	"	705	.....Garrison.....	"	11 00 PM
6 30	"	788	.....Helena.....	2d	8 00
5 15 PM	2d	1444	.....Bismarck.....	1st	11 35 AM
2 20 AM	"	1926	.....Fargo.....	"	3 30
12 25 PM	4th	1911	Ar.....St. Paul.....Lv	"	1 05 PM

Emigrant train leaves East Portland daily, at 8:30 A. M., arriving at 4:15 P. M., daily. Time, 3½ days each way.

Steamer leaves Ash Street Wharf at 1:00 P. M., and East Portland at 1:25 P. M., connecting with N. P. R. R. train leaving Kalama 4:45 P. M., for Tacoma, W. T., and intermediate points, arriving at Tacoma at 9:45 P. M. Train leaves Tacoma at 6 P. M., daily, arriving at Kalama at 11:00 P. M., and connecting with steamer leaving there at 11:30 P. M., arrives at Portland at 2:30 A. M.

AT ST. PAUL

Travellers have a choice of routes. Passengers arrive in and depart from the Union Depot, thus avoiding the expense of transferring baggage. The several routes to Chicago, Milwaukee and all points, are

The famous Albert Lea Route,
The great Rock Island Line,
The Chicago, Milwaukee & St. Paul,
The Chicago and Northwestern,
The Royal Route.

The distance from St. Paul to Chicago is about 450 miles. The trip is made in 15 hours. Trains leave each city in the morning, mid-day and evening.

CHICAGO AND GRAND TRUNK

TIME TABLE

Chicago & Grand Trunk and Grand Trunk Railways.

	Lcolted Express	Atlantic Express
Lv. Chicago, via C. & G. T. Railway	3.21 P.M.	8.30 P.M.
Ar. Fort Huron	6.38 A.M.	7.00 A.M.
" London	4.30 A.M.	11.20 A.M.
" Hamilton	8.50 A.M.	1.55 P.M.
" Suspension Bridge	8.05 A.M.	3.15 P.M.
" Buffalo	9.15 A.M.	5.10 P.M.
" Toronto	5.10 A.M.	10.10 P.M.
" Montreal	7.00 P.M.	7.15 A.M.
" Portland	12.35 P.M.	5.30 P.M.
" Boston, via Niagara Falls	12.10 A.M.	9.25 A.M.
" Boston via Montreal	8.30 A.M.	7.05 P.M.
" New York	10.00 A.M.	7.00 P.M.

Trains leave Chicago daily, Sunday included.

CANADIAN PASSENGERS can now have their baggage examined and passed customs at depot in Chicago, corner Fourth Avenue and Polk street, thereby avoiding all annoyance and delay at the Canadian frontier.

W. J. SPICER, Gen Manager. GEO. B. REEVE, Traffic Manager.

J. A. ROBBINS, Western Passenger Agent, Chicago and Grand Trunk Railway, Chicago.

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The Michigan Central R. R.

Is universally known because (1) it is the only line out of Chicago running its trains via the Niagara Falls, giving passengers a full view of that world's wonder; (2) it is the only line between those two points and Buffalo under one management. Through express trains are run as below, offering to all classes of passengers more and better accommodations than any other line:

	a.m.	a.m.	p.m.	p.m.	p.m.
Lv. Chicago	*6.45	*8.55	*4.15	*8.40	*9.55
	p.m.	p.m.	p.m.	a.m.	a.m.
Ar. Detroit	*6.10	*6.25	11.50	*3.55	*8.25
	p.m.	p.m.	p.m.	a.m.	a.m.
Ar. St. Thomas	*11.20	*11.45	*2.25	*10.05	11.20
	a.m.	a.m.	a.m.	p.m.	p.m.
Ar. Toronto (via C. V. R.)	†9.00	†9.20	†8.30	†3.40	†6.35
	a.m.	a.m.	a.m.	p.m.	p.m.
Ar. Niagra Falls	*2.30	*2.50	*6.25	*1.50	*3.20
	a.m.	a.m.	a.m.	p.m.	p.m.
Ar. Buffalo	*3.10	*4.00	*7.50	*2.00	*6.45

Connecting with N. Y. C., N.Y., L. E. & W., E.L. & W., and B. N. Y. and P. Railroads.

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At 2 o'clock P. M.
Excursion tickets to Yokahama and return at reduced rates.
For NEW YORK via PANAMA.
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At 10 o'clock A. M.
Taking freight and passengers for Mazatlan, Acapulco, Champerico, San Jose de Guatamala, Acajutla, La Libertad and Punta Arenas.
For Honolulu, Auckland and Sydney.
ZELANDIA, Saturday, Sept. 27th.
at 2 o'clock p.m. or immediately on arrival of the English mails.
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For freight or passage apply at the office, corner First and Brannan streets.
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Designs and Prices Furnished on Application.
P. O. Box 376.

CALEDONIA HOTEL.
Murray Street, PORT MOODY, B. C.
R. B. KELLY, - - Proprietor.
First-Class Accommodations for Travelers.
WELL AIRED BEDS, AND A WELL SUPPLIED TABLE
Liquors, Wines and Cigars.
ALL OF THE BEST QUALITY.
J. T. SCOTT, Manager.

CITY ADVERTISEMENTS.

Graving Dock,
British Columbia.
SEALED TENDERS ADDRESSED TO THE UNDERSIGNED and endorsed "Tenders for Graving Dock, B. C." will be received at this office until SATURDAY, 27th September next, inclusively, for the construction and completion of the partially finished
Graving Dock at Esquimalt Harbor, British Columbia.
According to plans and specifications to be seen on and after Monday, 1st September next, at the Department of Public Works, Ottawa, and on application to the Hon. A. R. Traich, Victoria, B. C.
Tenders tendering are notified that tenders will not be considered unless made on the printed forms supplied and prices affixed to the whole of the items stated therein, and signed with their actual signatures.
Each tender must be accompanied by an accepted bank cheque for the sum of $7,500.00, made payable to the order of the Honorable the Minister of Public Works, which will be forfeited if the party decline to enter into a contract when called upon to do so, or if he fail to complete the work contracted for. If the tender be not accepted, the cheque will be returned.
The Department will not be bound to accept the lowest or any tender. By order,
F. B. ENNIS, Secretary.
Department of Public Works, Ottawa, 9th August, 1884. aug11

Indian Stone Carvings
A FINE ASSORTMENT OF
CURIOSITIES
AT
E. J. SALMON & Co.'s
FURNITURE
AND CROCKERY STORE.
No. 35 Johnson Street, below Government.

COWICHAN
LUMBER YARD
WM. SUTTON, Proprietor.
DEALER IN ALL KINDS OF
Rough & Dressed Lumber
Doors, Sashes, Blinds, Etc.,
Wharf St., near James Bay Bridge.
VICTORIA, B. C.

EMPLOYMENT
AND GENERAL
Commission Agency.
Men supplied for all branches of business throughout British Columbia, free of charge to employers. A general Commission Business done in all lines. Supplying labor for railroad contractors, canneries, ranches and logging camps a specialty. Orders by mail or telegraph promptly attended to. P. O. Box 158.
POWERS & FRASER,
Victoria, B. C.

FOR SALE.

THE HULL OF THE
STEAMER RUBY.
Including two propeller wheels, one four feet in diameter, and one four and one half feet in diameter; stern bearings and bolts for same; cast iron sleeve and stuffing box; one shaft ten feet long three inches in diameter, with two brass sleeves; one tipping windlass; one Government safety valve; one heater and piping. Apply to Turner, Beton & Co., at Moore's ship yard, James Bay. aug29-tf

W. R. CLARKE,
Auctioneer,
Appraiser and Commission Merchant.
SALESROOM:—FIRE PROOF BUILDING, YATES ST.
VICTORIA, B. C.
Liberal advances made on consignments.
To rent, sale the sale of Real Estate I have complete name of Victoria, Esquimalt, New Westminster and the Districts.
N. B.—Parties desirous of selling their Stock, Stock in Trade, or Furniture, and not wishing the trouble of an Auction Sale, can find a Cash buyer by calling on the above.

Office of Harbor Master and Port Warden.

Cross' Musical Agency
HAS FOR SALE
STEINWAY & SONS, HEINTZMAN, NEUFELD, KIRKMAN, RAINER, PIANOS.
The Original Bell Organs.

A. B. FRANCIS,
IMPORTER AND DEALER IN
Hardware, Cutlery, Crockery,
WOODENWARE, COOKING UTENSILS, LAMPS, BRUSHES AND TWINES.
A full line of House and Ship Carpenters' Tools.
COR. JOHNSON & STORE STREETS
VICTORIA, B. C.

CENTRAL
Coal Yard.
WELCH, RITHET & CO.'S WHARF, Wharf street, foot of Johnson street. Double screened
Wellington Coal
Kept constantly on hand and delivered at current rates. Weight guaranteed. R. BRODERICK. sep3-1m

J. P. BURGESS,
Carpenter & Contractor
COR. FORT & BROAD STS.
OFFICE AND STORE FITTINGS.
Jobbing a Specialty.
Low Prices. Prompt Attention.

HUGH CALWELL,

HORSE SHOER AND FARRIER.
Has opened a new shop; prices reasonable. Horses shod on the most improved principles, and all work promptly attended to. Yates street above Douglas.
Running and Trotting Horses a Specialty.

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Thursday, Sept. 18, 1884.

THE TIMES,
PUBLISHED DAILY AND WEEKLY, BY THE
TIMES PUBLISHING COMPANY.
OFFICE—Government Street, Near Johnson.

TERMS OF SUBSCRIPTION.

DAILY TIMES, by mail to any part of Canada or the United States:
One year for $10.00
Six months 5.00
Three months 3.00
Delivered in all parts of the city by carrier, at 25 cents per week.
THE WEEKLY TIMES, per year $2.00
" " six months 1.25
TERMS—STRICTLY IN ADVANCE.

The Weekly Times is published every Friday morning, is an excellent readable family journal, sent to all parts of Canada and the United States free of postage.

TRANSIENT ADVERTISING—Per line, solid nonpareil, first insertion, 8 cents; each subsequent insertion, 2 cents. Special rate for contracts.

Local notices, 10 cents per line for each insertion.

REGULAR COMMERCIAL ADVERTISING, as distinguished from everything of a transient character—that is to say, advertising referring to regular Mercantile and Manufacturing business—published at the following rate per line (space of solid nonpareil, the duration of publication to be specified at the time of ordering advertisements):—

More than two days and not more than one week, 20 cents.

More than one week and not more than one fortnight, 30 cents.

More than one fortnight and not more than one month, 40 cents.

No advertisement under this classification inserted for less than $2, and accounted only for every day insertion.

PROFESSIONAL CARDS, Classified, 50 cents per week per month. No card inserted for less than $1.00.

Notices inserted amongst regular reading matter Items, 25 cents per line for each and every insertion.

Where ords are inserted they must be ALL RIGHT, not charged on week.

Advertisements unaccompanied by specific instructions inserted until ordered out.

Advertisements discontinued before expiration of specified period will be charged the same as if continued for full time.

Special rates for WEEKLY TIMES.

TO ADVERTISERS.—Changes for advertisements for the Daily edition must be handed in to this office not later than 10 a. M. on the morning of publication; otherwise insertion cannot be guaranteed.

Address, THE TIMES PUBLISHING CO., Victoria, B. C.

TO THE PUBLIC.

Intending advertisers and the public should note the fact that the circulation of The Daily Times is larger than that of any evening journal published north of Portland and treble that of any other evening newspaper published in the British possessions, west of Winnipeg.

A meeting of the Dominion Cabinet Council was to have been held this week.

Sir David McPherson has returned to Ottawa. He will not visit the northwest this season.

An extra of the Canada *Gazette* has been issued shutting out Montana cattle from the Northwest.

It is said that personal friends of Hon. Mr. Costigan intend to purchase a residence for him at the capital.

Rev. Gavin Laing, formerly of the Scotch Kirk, Montreal, and now of Inverness, Scotland, is in the Northwest in the interest of Highlanders anxious to settle there.

DULUTH is receiving an immense quantity of wheat daily. As many as 200 cars are received there every twenty-four hours and the elevator men find it impossible to take care of the trade.

QUEEN VICTORIA has not fully recovered from the accident to her knee. She is not able to walk as much as she used to, and the enforced lack of exercise has a bad effect upon her health.

IT is rumored that Patton, Collector of Customs at Toronto, will be appointed Commissioner of Customs at Ottawa, vice James Johnson, to be superannuated, and Lt. Gov. Robinson will succeed Patton as collector.

PROF. Goldwin Smith, writing from Chicago to the Toronto *Week*, says, "it is pleasant to hear that the large Canadian colony in Chicago is regarded as an element of good." This may be said of them throughout the entire Northwest.

THE services of Thomas Rowland Bosworth, of London, Ont., has been secured for one of the Canadian contingent of the Gordon expedition. He has left for England. He has had experience on the Nile and was on the Stanley expedition.

HUGH BLAIN, the retiring treasurer of the Commercial Travellers' Association, was presented with an illuminated address and an oil painting of himself. The reserve fund is now over $100,000, with a paid up membership of 2,000, chiefly owing to his energy.

IT is rumored that Mr. Robertson, M. P., for the city of Hamilton, Ont., is to be elected to the bench. A vacancy will take place in the representatives of the city in the Commons. The wires are being pulled already by both parties. Hamilton is an uncertain constituency.

THE aspirants for second Cabinet seat for Nova Scotia are, Senator Miller, president of the Senate, Daly, M. P., and Woodworth, M. P. Some think Allison, of Hants, should be given a government position to make way for Major-General Laurie, of Halifax, who could be taken into the Cabinet as Minister of Militia.

THE Guelph *Mercury* says: "That rule of journalism which requires that the article should be dealt with, and not the writer of it, is one which no editor with a proper sense of self-respect, and of respect for his profession, will break through." We know of several professed journalists in this Province to whom the foregoing should be acceptable.

THE *Globe* says: It is denied that the Secretary of the Chapleau Chinese Commission was "sick" while in British Columbia. The Victoria papers, however, allege that this worthy official was very unwell throughout almost the whole of his stay in that city, and we cannot but think it very unkind to seek to deprive him of the sympathy which properly belongs to him under the circumstances.

WHEN Wolseley was at the Cape in 1873 he wrote Dr. Shultz, of Winnipeg, as follows: "I wish I had a thousand Canadian volunteers here at this moment, for with such a force I think I should soon be able to bring the King of Ashanti to terms. At present I am too weak to undertake offensive operations, and must wait until I obtain soldiers from England." He will have six hundred of the Stalwart boys this time.

THE SCOTT ACT.

Temperance people throughout Canada are jubilant over the result of the vote on the Scott Act in Halton, Ont., last week. The Act has been in force in that county since April, 1883. There can be no question as to the effect of the Act on public drinking. No license could be issued for selling intoxicating liquors, beer or any other beverages, in stores, saloons or hotels. The law grants permits to druggists to sell liquor to all such as apply for same on the certificate of a qualified medical practitioner. A record has to be kept of such sales by the druggist, showing the kind of liquor, quantity sold, which must not exceed a quart at any one time, and the name of the purchaser. He has to make an annual return to parliament of all such sales. These have lately been published. In examining them one is forced to the conclusion that either alchoholic beverages are highly esteemed as medicines or the passage of the Scott Act in any county suddenly has the effect of increasing the number of invalids. The population of Halton is less than 30,000; yet, under physicians' prescriptions, 1948 gallons of alcoholic beverages, 3101 of which were of ale or porter, and the rest nearly all brandy, whisky and gin. A contemporary, evidently well posted on the subject, reckons twenty "doses" or drinks, to each gallon of ale and porter, and eighty to each gallon of "hard stuff," which gives a total of 135,933 doses prescribed in the course of the year.

This state of affairs many regarded as unsatisfactory and an effort was made to repeal the Act. The battle took place on the 9th inst., resulting in the Act being sustained by a majority of about 120. The campaign was perhaps the most vigorous of the kind ever witnessed in Canada. Defeat for the temperance people meant the loss of several counties; victory the redemption of a large portion of the country. The latter has been their portion. Not all the resources of those in favor of a repeal, lead by able campaigners could turn the county back to its "old love." The aggressiveness of the Canadian temperance party will forthwith be increased largely. The future certainly does not look bright for those engaged in the business. They have to contend against a growing public sentiment in opposition to the trade they are engaged in.

THE TORONTO GLOBE.

By many in the east it is still believed that a transfer of a considerable parcel of *Globe* stock took place recently; that Mr. Nelson, of Edinburgh, having been offered a fair figure accepted the same, and that the purchaser was Mr. Duncan McIntyre, a life-long Reformer, and until recently Vice President of the C. P. R. Company. The *Globe*, referring to the matter, says:

It is surely a compliment to the Globe to have it admitted that its single voice is more powerful than the voices of all the Syndicate's chorus of newspaper puffers put together. It is not so complimentary to the Syndicate, that when a newspaper wants to say something disparaging against a contemporary, the most disparaging thing it thinks it can say is that the contemporary aforesaid has become "an organ of the Syndicate." This is the honour Mr. Riordan's newspapers are determined to thrust upon the Globe, nolens volens. When Mr. Riorden's newspapers, for a purpose, assert that Mr. Duncan McIntyre, a C. P. R. magnate, has a controlling or any interest in the Globe, they lie knowingly. One fearfully and wonderfully prepared telegram tells the public to keep watch, and that they will possibly see the Globe "either violently opposed to the C. P. R., or ceasing to attack," and that either case will be alike proof of guilt. Nothing suits them. Strike high, and the request is to strike low; Strike low, and the request is to strike high! If to tell the truth about the great transaction being carried on at the expense of the Canadian tax-payer be a policy of "violence," then the Globe has been violent. The Globe does not propose to cease its policy of telling the truth and the whole truth in the public interest. To espouse the right, oppose the wrong, and condemn monopoly whenever it rears its head, has become the condition of the Globe's existence. All the "Duncan McIntyres" and monopolists combined can neither bribe nor bully the Globe into remaining silent when it considers it a duty to speak.

The *Globe* stock is divided into 1000 shares of $500 each, and no one man controls 500 of these. Mr. Nelson is the largest shareholder. In addition to his own he holds considerable in trust for Mrs. George Brown, and 67 shares for Gordon Brown. Taylor Bros. have $60,000 in the concern, and Donald A. Smith $40,000. Messrs. Jeffray, Edgar and Cameron hold sufficient to qualify them as directors, but it is merely in trust from Mr. Nelson. Amongst other shareholders James McLennan, Q.C., holds twenty or perhaps forty shares, Allan Gilmour, of Ottawa, has about $14,000 invested in it. John Turner, of the Island Ferries, has about $10,000 invested in this stock; Wm. Gordon has $10,000 and John Hallam $10,000, while other smaller sums are held in and out of Toronto.

Building Notes.

The contractor, Mr. Robt. Lawson, is building for Mr. Tait two one story cottages on the south side of King street, between Quadra and Blanchard. Each is 22x49 feet. In a week more they will be ready for the plasterers, and in about a month they will be completed in fine shape. The cottages are unusually fine, and will make very desirable homes.

A good, two story residence is being erected across James Bay by Robt. Lawson for Mr. McB. Smith. It is 25x60 feet with an L, in which is a kitchen. The building is about finished on the outside, and the lath nearly all on in the inside.

The sills and joists were to-day laid on the foundation of the new club building.

Work is progressing steadily on the residences of Messrs. Jones and Flett on the south side of James Bay.

The Snow-Covered Olympics.

A magnificent view was to-day afforded of the snow-capped Olympic mountains, in Washington Territory. Clouds seemed to intermingle and blend in places with the snow, while above the towering peaks the other clouds were to be seen. The profile of the mountains was clear cut and most beautiful to behold, and in the broad glare of the sun the Olympics looked grand in their outline.

TELEGRAPHIC.

Annual Meeting of N. P. R. R. Stockholders.

FIGHTING NEAR FOO CHOW.

The French "Atlantic"—Blaine at a Fair—Travelling a Statue.

AN UNFORTUNATE FAMILY.

CABLEGRAMS.

THE EMPEROR'S FAREWELL.

BERLIN, Sept. 17.—The farewell at the station to the Emperor of Germany by the Czar and Czarina was of a most affectionate character. The Emperor frequently kissed the Czarina and Grand Duchess Maria Paulovana. He embraced and thrice kissed the Emperor of Austria, the Czar and Russian Grand Dukes, and expressed his sincere thanks for the hospitality. When the train departed the assemblage cheered the German Emperor, who stood at the window of his car, waving adieus until out of sight.

THE USUAL RECORD.

NAPLES, Sept. 17.—During the past 24 hours, there have been 472 new cases and 265 deaths from cholera.

A SMALL BATTLE.

LONDON, Sept. 18.—The Pall Mall Gazette says: The fighting near Kinpai Forb, below Foo Choo yesterday, was greatly exaggerated. Only 200 French troops landed and defeated a few villagers.

THE ATLANTIC'S ACTION.

LONDON, Sept. 18.—Dispatches from Hong Kong to the Times says the French man-of-war, Atlantic, boarded a regular Hong Kong trading junk and threw its cannon, guns, and ammunition overboard. The merchants at Hong Kong are greatly irrated at the action of the French.

ROYALTY IN FEAR OF DYNAMITE.

SKIRNAVIC, Sept. 17.—The police were advised from Vienna that dynamite would be found secreted in a coal carriage of locomotives there. The police at once made a careful examination of the coal supplies on the locomotives at this point, but discovered nothing of a suspicious nature. As a further precaution the officers of the railway trains were required to take oaths of allegiance to the Czar before entering on their duty. All railway viaducts over which any of the imperial passengers were passing were carefully examined and the earth cleared away to the depth of three feet around the supports to make sure no dynamite had been lodged there. The three premiers and the three Emperors had a conference yesterday which lasted three hours. Subsequently to that the Emperor William gave an audience to Count Kalnoky. The Emperor William left Skirnavic last night. The Austrian Emperor will depart to-day.

UNITED STATES.

ACKNOWLEDGES THE COMPLIMENT.

SAN FRANCISCO, Sept. 18.—D. B. Jackson, of the Pacific Coast Steamship Company, who went east a couple of weeks ago, taking with him to James G. Blaine a certificate of membership of the Blaine Invincible club of this city, has telegraphed General Barnes, president of the club, that Blaine has acknowgedged the compliment in a formal letter of acceptance, and thanks the Invincibles for their determined efforts towards the success of the Republican party in this state.

GOVERNOR HENDRICKS NARROW ESCAPE.

PEORIA, Ill., Sept 17.—A train on the Indianapolis, Bloomington & Western railway, while conveying Gov. Hendricks to this city, was thrown from the track near the former city this morning. Gov. Hendricks escaped, but a number of passengers were more or less injured, four very seriously.

THE SHARON DIVORCE.

SAN FRANCISCO, Sept 17.—Judge Ferry to-day concluded his argument on behalf of the plaintiff in the Sharon divorce case. It now remains for Judge Sullivan to render his decision, which is looked for within the next thirty days.

SHOT BY A TRAMP.

DETROIT, Mich., Sept. 17.—Major Samuel Robinson, of Charlotte, was shot by a tramp last night at his home, and is now in a critical condition. The tramp was caught late at night, and ordered away, whereupon he fired twice, one ball going through the breast of the major. The man was arrested. He gives the name of John Morris, of Detroit. Great excitement prevails, with threats of lynching.

FOREST FIRES.

PORT HURON, Mich., Sept. 17.—Forest fires are burning fiercely on the west side of this city.

CUBAN MATTERS.

KEY WEST, Sept. 18.—Generals Gomez and Mocco arrived to-night from Honduras via New Orleans, Cedar Keys and Tampa. They say they have arranged for future operations in Cuba, and will proceed from hence to New York.

BLAINE VISITS THE STATE FAIR.

WORCESTER, MASS., Sept. 18.—Jas. G. Blaine arrived in this city from Boston to-day. He comes to attend the annual meeting of the State Agricultural Society. He will be the guest of the Society and Congressman W. M. Rice during his stay in the city. Thousands of people were in waiting at the station, and lined the route to the fair grounds. A national salute was fired by a section of battery B during his arrival. The visit is entirely non-partisan, the reception committee being composed of members of the Agricultural Society and represent different political parties.

NORTHERN PACIFIC EARNINGS.

NEW YORK, Sept. 18.—The annual meeting of the Northern Pacific Railroad is now in session. The annual report for the year ending June 30, 1884, shows the earnings, including receipts from leased and branch roads, to be $12,603,575; operating expenses, $6,922,535; leases, $255,229; total, $7,177,754. Net earnings, $5,425,820; additional dividends on investments and other sources, $79,875, it leaves $5,505,691, a surplus over all fixed charges and expenses for the year of $10,076,655. This amount, together with the surplus for the year ending June 30, 1883, makes $2,205,239. This has been used to pay for equipment as per authorized on the plan of organization. The amount of the general first mortgage bonds issued during the year at $25,000 per mile, on 813 miles constructed of the road accepted by the President of the United States, is $7,782,000. Of $2,000,000 general second mortgage bonds authorized November 20th, 1883, $500,000 were sold to a syndicate for 87½ cents, less 5 per cent commission on the bonds. At the option of the syndicate, 355 more of these bonds, on the same terms have been extended the syndicate, pending the exercise of the option, agreeing to make advances upon the same to meet the construction expenditures. The capital stock on funded debt June 30th, 1884 is: common, $49,000,000; preferred, $39,807,067. Total, $88,807,067. Bonded debt, $40,678,500; first mortgages and general second mortgages $20,000,000. The following directors were elected for 1884: Fredk. Billings, Chas. B. Wright, Robert Harris, J. W. Ellis, A Belmont, J. L. Stackpool, Benj. P. Cheney, J. Livingstone, John C. Bullett, J. F. Oakes, R. G. Robson, J. H. Hall and D. P. Hollowell. Messrs. Hall and Hollowell represent the Oregon Transcontinental Co. There was no opposition.

AN UNFORTUNATE FAMILY.

UNIONTOWN, Pa., Sept. 18.—Miss Annie C. Nutt, second daughter of the late Capt. Nutt, who was killed by Dukes, died suddenly last night. It is supposed that cholera was the cause.

UNVEILING A STATUE.

PHILADELPHIA, Sept. 18.—The statute of General John Fulton Reynolds, who was killed at the battle of Gettysburg, was unveiled in front of the City Hall to-day. There was a grand army parade in honor of the event.

ON HAND.

We Keep on hand a full line of Memorandums and blank books of all sizes and styles; also a large assortment of drawing paper, artists materials, pianofortes, organs, etc.

M. W. WAITT & CO.

GENERAL NOTICES.

The Roman Sandal and the Louis XV Heel Slipper cannot be beat, at Geo. H. Maynard's.

City Boot and Shoe store has the largest stock of Boots and Shoes in Victoria. Geo. H. Maynard.

For an excellent meal well cooked, attentive waiters, everything clean and nice, the Oriental Restaurant carries the palm.

Convenient for References.

The B. C. Directory (1884-5) is at present in progress of publication by R. T. Williams, who will spare neither expense nor labor to make it complete in every respect. All subscribers' names will appear in large type. Mr. William Wolz is the authorized canvasser for the Province.

Robt. T. Williams, Book Binder, Paper Ruler and Blank Book Manufacturer, Maps and Drawing Paper Mounted. Office of the B. C. Directory. Broad St.

J. BAGNALL & CO., Victoria, B. C., the only exclusive Music House in British Columbia. The largest stock of Pianos and Organs in the Province. A complete assortment of everything in the musical trade.

WANTED.

WANTED.—Between the first and middle of November, for a small family, a five or six roomed House or Cottage. A fair rent will be paid for a suitable place. Address A. B. Times office. sep18-6t.

TO LET.

TO LET.—A furnished room in a private family; enquire at this office. sep3-tf

FOR SALE.—Split cedar posts for sale in quantities to suit purchasers. Apply to Harrison & McAllister, Johnson street. aug29tf.

Climax Washing Powder, the only preparation which gives general satisfaction. Manufactured on Rae street, second house from Douglas street.

Pure wines, pure liquors and pure brandies at Fell & Co.'s.

The best place to buy your groceries is at Fell & Co.'s, Fort street.

The old established grocery house of Fell & Co. sell at bed rock prices.

NOTICE.

Having disposed of my right, title and interest in the fruit store on Government street to W. H. Bennett, I hereby recommend my successor to the patronage of my customers, thanking them for the favors so liberally accorded to me. All the debts due to me to date are to be paid to me, and all liabilities will be discharged on presentation.

W. G. LUKER.

Dated 13th Sept., 1884. Witness:—W. F. HEISTERMAN.

NEW TO-DAY.

C. D. RAND, R. LIPSETT.
—RAND & LIPSETT,
REAL ESTATE BROKERS AND FINANCIAL AGENTS.
Government Street, Victoria, B. C.
Property in Victoria City and District, and New Westminster City and District, including Coal Harbor and Port Moody, for sale.
P. O. Box 435. sep18-1m

ZED S. HALL,

Bookseller & Stationer

Columbia Street,

New Westminster.

Books, Periodicals,

AND

STANDARD WORKS ORDERED FROM ENGLAND and the United States at short notice and at publishers' prices. sep11tf

THE

FANCY

AND

Ornamental Goods,

PRESENTED BY LADY DOUGLAS to the Ladies' Committee of the R. E. Church, will be sold, commencing on

Tuesday Evening, the 23d inst.,

AT

HUMBOLDT HALL

Next to Reformed Church.

And Continuing till THURSDAY.

Music and Refreshments.

sep18-6t DOORS OPEN AT 7 P. M.

L. H. WILTON,

Tent and Sail Maker,

AND DEALER IN JUNK.

BOATS BOUGHT AND SOLD.

Cor. Johnson and Wharf Streets.

VICTORIA, B. C. (7)

McKENZIE & MESTON,

Carriage Makers

AND BLACKSMITHS.

GOVERNMENT STREET,

Between Johnson and Pandora Streets.

VICTORIA, B. C. (1)

Port Townsend Museum

of Rare Indian Curios.

TOURISTS must not fail to visit it. The best always lies half an hour. Plenty of time allowed to examine and purchase. The most beautiful, singular and outlandish Alaskan and Northern Indian Curios in stone, wood, silver and gold—birds and beasts.

AT JAMES JONES' STORE

(Up-a-stairs over the Institute), Port Townsend.

Call and examine them. aug30-6w(m) (7)

NEW THEATRE ROYAL

Saturday, September 20th.

Rip Van Winkle!

Popular Prices.

Reserved Seats at Watt's Book Store. se17tf

NOTICE.

I HAVE IMPOUNDED TWO WHITE PIGS and three black pigs for trespassing on my land at Spring Park Farm, Cadboro Bay, and I shall proceed to sell the same on the 20th of September next, unless all damages and expenses are paid.

se17-1w M. FINNERTY.

Perseverance Lodge No. 1, I. O. G. T.

MEETS EVERY TUESDAY EVENING AT the Blue Ribbon Hall, Pandora street, at 8 o'clock. Visiting brethren are cordially invited to attend.

BRUNSWICK HOTEL

Cor. Yates & Douglas Sts. VICTORIA, B.C.

NEW HOUSE! NEW FURNITURE!

Excellent Accommodations for $1.00

First Class White Cooks

And White Waiters.

Table Board, - - - - - - $5 00
Table Board, with Room, - $6 to $ 00

NO LIQUORS SOLD ON THE PREMISES.
FIRST CLASS CIGARS ALWAYS ON HAND.

R. H. BRYANT, Proprietor.

ONLY CHINESE INTELLIGENCE OFFICE IN THE CITY.

HUNG TUCK.

JOHNSON ST., 1 door west of Colonial Hotel.

ORDERS FOR ALL KINDS OF CHINESE labor promptly attended to. Contracts promptly filled.

T. H. Jackson, Manager. VICTORIA, B. C.

WHITE HORSE

Saloon and Grocery.

THE UNDERSIGNED, HAVING PURCHASED the above well known Saloon and Grocery, will keep constantly on hand a general assortment of the best Groceries, Liquors and Cigars.

se15-1m JOHN WALSH.

Cosmopolitan Hotel

A First-Class Family House.

J. J. HUNT & CO, - PROPRIETORS,

WATER STREET.

Port Townsend, Washington Ty.

aug30-dwtm (7)

The Annie Wright Seminary.

The Rt. Rev. J. A. Paddock, D. D. Rector, will open the 4th of September, for boarding and day pupils. The English, Music, Drawing and Painting teachers educated in the East.

THE FRENCH AND GERMAN TEACHER,

a German lady, has spent a number of years in Paris. She brings letters of recommendation from the daughters of Lord Plunket, Bishop of Meath, in whose family she taught for many years.

For Circulars address, MRS. LEMUEL H. WELLS, Tacoma, W. T. aug16-1m.

Grand Pacific Hotel.

Cor. Johnson and Store Sts., Victoria, B. C.

This new three-story fireproof Brick Building was expressly built for a hotel, with 60 well-furnished rooms and is one of the best located Houses in the City.

$1.00 A DAY AND UPWARDS.

The bar will be found well stocked with the best brands of wines, liquors and cigars.

Billiards and Pool Tables.

DAVID ELLIS, (Late of the Commercial) Proprietor.

BUILDING LUMBER.

THE

Dominion Sawmill Co.

(LIMITED)

Have on hand, at their Lumber Yard

(Near Albion Iron Works),

All kinds of Rough, Dressed and Finishing

Lumber,
Shingles,
Laths,
Pickets, etc.,

And are now prepared to Cut to Order at the Mill, and Deliver Promptly, complete bills for dwelling or other houses including

Windows, Doors, Moulding, Etc

of Superior Quality at Lowest Current Prices.

se5-tf J. M. COWPER, Agent.

Notice to Builders.

TENDERS WILL BE RECEIVED BY THE undersigned up to noon, Thursday, 25th Sept. for the erection of a suburban villa.

Lowest or any tender will not necessarily be accepted. JOHN TEAGUE, Architect. Government street.

Dissolution of Partnership

The firm of Lemberger & Lewis has been this day dissolved by mutual consent, Frank Lemberger retiring from the firm. In future the firm will be known as Aaron Lewis & Co., who will pay all liabilities and collect all outstanding accounts of the late firm.

LEMBERGER & LEWIS.

Victoria, August 9, 1884. aug30tw-1m.

THE UNION HOTEL.

NEW WESTMINSTER.

Under the Present Management has become Very Popular.

The comfort of guests is closely watched. The table is supplied with the best in market. The bar has the finest of wines and liquors and the charges are moderate.

JOHN CARTWRIGHT, PROPRIETOR.

aug18tw (7)

CHARLES BALL,

CARRIAGE AND WAGON MAKER.

ALSO

General Blacksmith.

Johnson Street, few doors Below Government.

VICTORIA, B. C.

Only first-class material used, and best of Workmen Employed. (7)

Market Exchange.

FORT STREET, VICTORIA, B. C.

THE BEST QUALITY OF WINES, LIQUORS and Cigars. Brandy, Wine and Ale on draft or by the bottle. All kinds of imported case liquors for sale.

GEORGE THOMSON, Prop. (7)

C. P. N. CO., L'd.

This Company has the Finest and Fastest steamers in the Province, carrying H. M. mails and B. C. express, run on regular time, offer more facilities to the trade, better accommodations to travelers, tourists, and excursionists, and is always cheaper than competing lines.

FARE TO NANAIMO:

Per Steamer R. P. RITHET,

Friday, September 19th, - - 50 cents.

Freight per ton - - - - - - $1.00.

JNO. IRVING, Manager.

TENDERS

Will be received by the Trustees in the Estate of Addler and wife up to noon,

Next Saturday, 20th Inst.

For assets in hands of Trustees.

Inventory and full particulars from the undersigned on the premises, Fort Street.

The highest or any tender not necessarily accepted.

sep17 2t JOHN BRADLEY.

FOR SALE.

For sale the Six Year old STALLION

BLACK PRINCE!

This horse stands 16½ hands high, weighs 1500 lbs. Took the first prize at the Lynn County, Ont., Show, for the best general purpose horse.

Will be Sold at a Decided Bargain,

CAMERON BROS.

Sept. 13. 1m Beacon Hill.

Esquimalt and Nanaimo Railway.

PARTIES PROPOSING TO TENDER FOR the construction of the Nanaimo section of the Railway are requested to leave their tenders at the Company's office, on or before Friday, the 19th instant.

R. DUNSMUIR.

Victoria, 16th Sept., 1884. se16-td

BRITISH COLUMBIA

AGRICULTURAL ASSOCIATION EXHIBITION

WILL BE HELD

At Beacon Hill, Friday and Saturday, Sept. 26 and 27, 1884.

SPEEDING HORSES BOTH DAYS.

Special Passenger and Freight Rates:

ARRANGEMENTS HAVE BEEN MADE WITH Mr. A. Oddendonk and Captain John Irving to carry Freight and Passengers over the Canadian Pacific Railway, and the lines covered by the Canadian Pacific Navigation Company, at Half Rates for Round Trip Tickets.

The O. R. & N. Co. will carry passengers to and from Victoria at 40 per cent. off the regular fare for round trip tickets.

Animals and articles from the American side for exhibition will be charged full rates coming, and will be returned free. se13d.

Colonist and Standard please copy.

Dominion Government SAVINGS BANK.

Depositors are requested to present their Pass Books at the Office, on Government Street, for insertion of the accrued interest at the 30th June, 1884.

JOHN CRAHAM,
Assistant Receiver-General.

Victoria, Sept. 12th, 1884. se15-1m

ESTABLISHED 1862.

H. F. Heisterman & Co.,

Real Estate Agents,

Langley Street.

Offer For Sale:

SEVERAL Choice business lots in the heart of the city, several dwelling houses in most eligible locations, four or five choice farms in South Saanich and other districts.

—ALSO—

SEVERAL plots of land on Lulu Island, Fraser River.

A Large Number of Homestead Lots on the Hillside Extension of the Work Estate.

Also a number of acre lots on the Burnside Road Extension of the same.

All on Easy Terms of Payment.

MONEY TO LOAN,

on Real Estate security, at reasonable rates, and in sums to suit.

ALL KINDS OF CONVEYANCES

and other documents prepared with dispatch.

AGENTS FOR THE

Phœnix Fire Insurance Co.

OF BROOKLYN, N. Y.

H. F. HEISTERMAN & CO.,

Real Estate Agents,

LANGLEY STREET.

HOOPER & BORDE,

CUSTOM

Boot and Shoe Makers,

Government Street, bet. Johnson and Yates.

ALL WORK MADE OF THE BEST MATERIAL and a good fit guaranteed. Repairing secures prompt attention.

J. P. DAVIES & CO.

Auctioneers,

PROVINCIAL GOVERNMENT

Auction Sale!

OF

48

VICTORIA CITY

Town Lots.

WE HAVE RECEIVED INSTRUCTIONS from Hon. Wm. Smithe, Chief Commissioner of Lands and Works, to sell by

PUBLIC AUCTION

FOR ACCOUNT OF THE

Government of British Columbia,

AT OUR SALESROOM, WHARF ST.

Saturday, October 11, 1884.

AT 12 O'CLOCK, M

FORTY-EIGHT CITY LOTS,

LOCATED IN

JAMES BAY

And known on the Official Map as Lots numbered as follows.

IN BLOCK 42,

907, 908, 909, 947, 948, 949.

IN BLOCK 44,

1311, 1312, 1313, 1314, 1315, 1316, 1317, 1318, 1319 1320, 1321, 1322, 1323, 1324, 1325.

IN BLOCN 46,

1342, 1343, 1344, 1345.

IN BLOCK 66,

1951, 1952, 1953, 1954, 1955, 1968, 2009, 1970, 1971, 1972.

Victoria Harbor Water Lots.

546 A, 550 A, 551 a, 562 a, 564 a, 567 a, 568 a, 569 a, 570 C.

MAPS of the City of Victoria contain all the Lots. At an early date we will distribute a Special Map of the James Bay portion of the City of Victoria, which will include all the Lots to be sold and terms of sale.

JOSHUA DAVIES,
Auctioneer.

LARGEST AND FINEST STOCK OF

PICTURES, MOULDINGS,

Picture Frames, Mirrors,

Fancy Brackets, Cornices, Etc., Etc.

Office and Fine Furniture

Made to order and on hand.

REDUCED PRICES, BEST GOODS.

JOSEPH SOMMERS,

209 Government street, 2 doors below Fort st.

ESTABLISHED 1858.

LANGLEY & CO.,

Pharmaceutical Chemists,

Wholesale and Retail

DRUGGISTS

VICTORIA, B. C.

STEINWAY & SONS,

STYLE F.

NO. - - - - 52,670.

AT

CROSS' MUSICAL AGENCY.

aug27-tf

UPHOLSTERING

AND

Carpet Laying.

PAUL STRAHL,

At Withrow Art Gallery, 213 Fort Street, near Campbell's Drug Store.

Upholstering in all its branches. Spring mattresses made to order and for the trade. Carpets sewed and laid. Repairing and re-covering Parlor suits. Lace Curtains, and in fact all that belongs to the

Furniture & Upholstery

Business will be attended to with neatness and despatch and at reasonable prices.

Being well known on the Pacific Coast for the last 20 years, as an expert in my profession, and for the last five years in Victoria, I hope to obtain a fair share of patronage.

Repairing and all work in connection with Billiard Tables a specialty.

PAUL STRAHL.

At Withrow's Art Gallery, 213 Fort Street, sep 16 1m Next Campbell's Drug Store.

J. P. DAVIES & CO.,

AUCTIONEERS

Commission Merchants.

WHARF STREET.

LOCAL NEWS.

A Railway Accident To-day Near Yale.

THE SMUGGLING OF CHINESE.

A New Theater—A Handsome Yacht—The Umatilla—Forthcoming Exposition.

A HUGE LODGING HOUSE.

Smuggling Chinese Over the Border.

Reliable information has been received, indignantly says the Port Townsend Argus, that a few days ago some thirty-six Chinamen landed at Utsalady from British Columbia. It is now also learned that there is an organization running the Chinamen across the line regularly, near Whatcom and Semiahmoo. Masters of the steamers plying on the east side of the Sound, we learn, report a good many Chinamen passing up. A few days ago the master of the Anderson was approached in Victoria by a son of the Flowery Kingdom with an offer of $80 each for women and $20 each for men, for bringing them over surreptitiously to the American side. The same Chinaman said that lots of them were coming; that a party of twenty, fifteen men and five women, landed not long since at Port Gamble. Continues the Argus, our great and glorious government allows one night inspector for the customs district of Puget Sound, yet expects the laws enforced. It has the revenue cutter Rush manned with just half a crew, yet looks for thorough enforcement of law. Capt. Hooper is a faithful officer, and would break up the unlawful traffic in smuggling Chinamen if allowed men enough to do with; but as long as the customs and revenue forces are thus crippled we may expect the law will be a farce.

The Country for a Settler.

A member of the British association was lately interviewed by a reporter to ascertain his opinion of Canada. In reply he said: "Why, yes, the great charm of the country is that every man is cultivating his own ground and working for himself, consequently people do things out there that they would never do in England. Why, I saw the Hon. Mr. Sifton, of Manitoba, up on a ladder painting his barn, and apparently enjoying it. At Silver Heights, I noticed the excellence of a garden that an English gentleman had there, and, remarking on it, was informed that the reason of its excellence was that all his sons worked in it. People do those things because the land is their own. The men who work on the land in England have no such feeling. But it is that feeling that makes Canada and the Northwest incomparably better for the settler than England.

Agricultural Exposition.

On Friday and Saturday, Sept. 26th and 27th, the British Columbia Agricultural Association will give its regular annual exhibition at Beacon Hill. It is believed that the exhibits will be numerous, and that we will have one of the best agricultural fairs ever given in the Province. Ample arrangements have been made for carrying visitors and exhibits. Fares have been greatly reduced. The Canadian Pacific railway and the C. P. N. Co. will carry freight and passengers at 40 per cent. off the regular rates. There has been considerable correspondence concerning exhibits, premiums, etc., and all in all a lively interest has been shown. It is to be hoped that no stone will be left unturned to make the annual fair in all respects a success. There should be a large attendance from the various towns, and the more remote sections of both the Island and Mainland.

A Handsome Yacht.

A new yacht has just been built at Cook's yard for Mr. Louis Wilton, of this city. Her dimensions are 35 feet in length, 9 feet beam, and 4 feet deep. The model was made by Mr. Geo. Collins, and the construction was superintended by Messrs. Cook and Stephens. Mr. Wilton has figured prominently in several yacht races during the past season, and fully expects to win fresh laurels next year with his elegant new boat. Owing to the lateness of the season the new yacht will not be put into the water till next spring. With the large number of young men in the city, and the fine facilities for boating which the harbor affords, there is no reason why Victoria should not take a leading position in all aquatic amusements.

Bank of British Columbia.

The London correspondent of the Toronto Globe says: The shareholders of the Bank of British Columbia here are congratulating themselves on the good report to be presented at next Tuesday's meeting. The dividend is again 6 per cent. per annum, the idea being to all appearances that it will be better to hand over to the next dividend any balance there may still be for division. The dividend for 1883 was in some such way as this made up to 7½ per cent., and holders here look forward to an equally good dividend for 1884, seeing that the balance over in respect of the first half of the year is more than double that of the corresponding period of the previous year.

Chinatown Building.

The occasional visitor to Cormorant street, and other Chinatown thoroughfares, cannot fail to be impressed with the fact that a large amount of building is being done. It is evident that the various Chinese have been doing a successful business. Several substantial bricks are in course of construction, and new sidewalks and awnings are numerous. Buildings also are being painted. The Chinese, beyond doubt, are doing a prosperous business. They are making money, and Chinatown proper must, at the present rate, expand materially, much as the white population will regret it.

A Canadian Lake.

Fish Lake, in the Rockies, says the Fort McLeod Gazette, abounds in trout weighing from eight to ten pounds. At one end of the lake is an immense cavern, into which a man can walk, and from which issues a never-failing stream of ice-cold water. Immense mountain peaks, clothed in their rich, green verdure of pine trees, loom up into the air on every side, and in places the trail passes along a rocky ledge far above the bed of some stream, and on which a single misstep would mean destruction.

The Umatilla Steamed Up.

The steamship Umatilla was lying alongside the wharf at Esquimalt yesterday, with steam on, and looking as bruisie and business like as though she had never been buried in the harbor, with only her smokestack to point out where she lay. She was bright and clean, and, in all respects, in good trim. She will sail for San Francisco about Saturday.

LOCAL NOTES.

A new awning is being built to the Steits bakery building.

The steamer Rustler is announced henceforth to run regularly between this city and Port Townsend.

The funeral of the late Wm. Slater took place at 2:30 this afternoon, under the auspices of the Knights of Pythias.

The report of the removal of W. A. Baillie Grohman from the management of the Kootenay company's affairs is directly denied by Arthur Fenwick, a stockholder.

The steamer Barnard Castle passed down the Straits last night, with a cargo of Departure Bay coal, bound for San Francisco.

Some sort of a sailing vessel, perhaps the bark McNeil, passed down the Straits in tow of a tug at 10 o'clock this morning. If it was McNeil she carried lumber from Moodyville.

An Anacortes newspaper states that two men who recently left Blakely Island for Victoria in Smith's fishing boat, were capsized in a gale, and hung on to the bottom side of the boat for over an hour. They were finally rescued by one Ned Healand.

A Huge Lodging House.

The brick work of a large Chinese lodging house has been completed between Fisgard and Cormorant streets, and the mechanics are now giving their attention to the wood work. The building is two stories high and 40x120 feet in size. Both above and below it is cut up by small rooms, so that in its entirety it will hold immense throngs of Celestials. The whole will be completed soon.

BY LAND AND SEA.

A Lady Travels Four Thousand Miles Alone to Meet Her Intended—The Marriage Last Night.

A remarkable wedding took place at 8 o'clock last night in the parlors of the Occidental hotel. The contracting parties were Mr. Daniel McDougall, chief engineer in Mr. Onderdonk's car shops at Yale, and Miss Effie McLeod, of Prince Edward Island. There is a little bit of romance connected with this marriage which is very readable, and shows that there is such a thing as continuity of affection, however adverse contingent circumstances may be. Many years ago Mr. McDougall met and loved the lady but his circumstances, it seems, were not such, in his mind, as would justify him in entering upon the solemn contract. He, therefore, came to the far northwest

TO MEND HIS EXCHEQUER.

And after several years, his intended came making the long trip of over 4,000 miles by land and sea, alone. She was met here on Tuesday last by Mr. McDougall, and last night the Rev. Mr. Stevens, of St. Andrew's Presbyterian Church, performed the long expected ceremony. Miss Maggie Farron, who presided at the piano, played the "Wedding March" as the couple walked in, accompanied by Mr. and Mrs. L. Pither. After the solemn words had been said, the large company of guests present, drank to the health of the bride and groom in copious draughts of champagne. Mr. and Mrs. McDougall leave for their permanent home at Yale to-morrow evening.

PERSONAL.

Mr. A. R. Main is arranging for the publication of a commercial journal in this city.

Mr. A. B. Ford, of Seattle, is visiting his friends in this city prior to his departure for California.

Mr. J. W. Horne, who visited this province last spring and made several investments, has established a bank in Brandon, Manitoba.

Mr. H. Baker, proprietor of one of the leading Nanaimo hotels, and well known on the Island, is registered at the Occidental. He is accompanied by his wife, two daughters and son.

The Rev. George Murray, of Nova Scotia, left for his home this morning. The rev. gentleman visited several parts of the province and expressed himself as highly pleased with all he observed.

Church Fair.

The fancy and ornamental goods presented by Lady Douglas to the Ladies' Committee of the Reformed Episcopal Church, will be sold, commencing on Tuesday evening the 23rd inst., at Humboldt Hall. The sale will continue until Thursday. Music will be provided and refreshments served during the progress of the sale.

Mrs. Bridge's Free Lecture.

Mrs. Mattie A. Bridge arrived here from the Sound this afternoon and to-night will lecture on Odd Fellowship in the Odd Fellows' hall. Mrs. Bridge's lecture will be free, and a cordial invitation is extended to everybody to be present. The lady is spoken of as a very able, entertaining speaker. She has received the endorsement of such papers as the Philadelphia Times, which as is well known, compliment very sparingly, except in cases of unusual merit.

MARINE NOTES.

Steamer Sardonyx left today for a trip down the Straits.

The steamer Wellington sailed yesterday from San Francisco for Nanaimo, with freight and passengers.

A New Chinese Theater.

It is the intention of the Chinese Syndicate here to erect a second theater in this city. A representative of the Syndicate left for San Francisco this morning to engage a company of Chinese artists, and they are expected to arrive as soon as a new brick theater is completed to receive them. The building will, it is stated, be commenced at once.

From the Mainland.

The steamer Yosemite brought from the Mainland the following: Mr and Mrs Knight, Mrs R J Russell, Mrs P Moore, Mr and Mrs Hayes, Mr and Mrs Erskine, Miss Shaw, Miss Newton, Miss Gray, Miss Weston, Miss Milton, twelve Theater Royal Troop, Dr McKenzie, Muhroe, Dr McLean, Dr Duncan, Franco, Antoine, Greyferd, Jones, McKay, Ray, Reynolds, Peassier, Wilson, Bidwell, W Gray, A P Briggs, Short, Murray, and sixty others.

A Seven Thousand Dollar Brick.

The two story brick building of Kwong Lee & Co., corner of Government and Cormorant streets, will cost complete, about $7,000. It is 40x50 feet in size. The brick work is almost completed.

Phenomenal in Racing.

At Ballyhaunis racecourse (Ballyhaunis is in the Co. Mayo, Ireland), in July last, a circumstance, almost phenomenal in racing and chasing annals, occurred in a mare and her colt each winning races at the same meeting. The mare was Dame Durden, the colt Crickton, and they are the property of Capt. Boycott, the original Boycottee.

A PERILOUS TRIP.

Two Danes Make 2500 Miles By Sea.

OVER THE WILD WATERS OF THE PACIFIC

In a Frail Skin Canoe—They Are Once Capsized—A Frightful Storm.

A THREE MONTHS' VOYAGE.

Last night there arrived at the Hudson Bay Company's wharf, this city, a frail craft containing two precious lives, which had been afloat alone on the broad expanse of the Pacific Ocean for one hundred and five days. The occupants were two Danes, to-wit: Peter Muller and N. Petersen, and perhaps in this fractional part of their existence, no greater act of daring and danger, could have been attempted and successfully passed. These men are each about thirty years of age. To-day as they walked about the streets of Victoria they appeared strikingly browned and sunburned by their long contact with wild sea weather. They wore

CLOTHES MADE OUT OF SEAL'S ENTRAILS,

And sealskin boots, these only being found sufficient to keep out the dashing spray. Their faces were covered with bleached whiskers originally of a lightish red, and every outline of their being gave evidence of a hard struggle with the elements. Those men had left Kodiac in the Alutian Islands, on June 4th, as was announced in THE TIMES a week or two after that they had done, bound for Victoria. Their craft was made of hair seakskin which covered a strong frame of wood. It was twenty feet long, and into this they crowded many of the supplies needful for the journey. These men we e as well qualified to undertake so dangerous a trip as men ever get to be. They had served for some years with the Alaska Trading Company, and

HAD BEEN TISTED AND TRIED.

Starting from the Aleutian Islands they pursued their way over the briny billows, coasting it down toward Cape Spencer. Ere reaching the cape, however, a great storm overtook them and they were capsized. It was with the greatest difficulty that their boat was righted, but this was finally accomplished and reaching Cape Elizabeth and Cape Spencer, they got in the inland passage north of Sitka, and came inside all the way. They touched at various points on the coast, the longest time they were out at sea being three days. On touching in Behrings Bay, the Behrings Bay Indians, who are unusually savage and warlike, gave evidence that they were soon to make it interesting for

THE DANISH NAVIGATORS,

and they were forced to quickly put to sea. Among the Quecttat Indians they ran the same hairbreadth escapes, and narrowly missed getting off with their lives. As is well known among the north men of this upper country, both of these Indian tribes are particularly savage. Petersen and Muller will remain in Victoria some days, and will then proceed down the coast and up the Columbia river to Portland. Thence they will push down the Oregon coast to San Francisco. The unweildly boots which they wear, and which are made of sealskins, are known by the Russian name of Terbesaw.

THE SKIN CANOE.

Naturally people will want to know what kind of a boat this is that two strong men should trust their lives to it in the wild ocean. A description of it forms one of the most wonderful parts of the story. Having a length of 20 feet six inches, it is 2 feet 4 inches wide, and 10 inches deep. And this boat weighs when well oiled, as it was when it put to sea, but 75 pounds. On it is carried a small sail 2x6 feet in size, and this, aided by the breeze, formed the entire motive power of this fragile canoe. The canoe is covered from end to end—and over the top—with a sealskin covering. In two places, at points equi-distant from each end, are apertures left for each of the two occupants. Fringing the aperture, substantially sewed fast, is a broad lapel of thin skin from the throats of seals. When the navigator became seated he drew this thin skin up around his waist, and tied it on by a thong skin band, and the water was kept out.

MAPS AND CHARTS.

As may be supposed Petersen and Muller carried maps and charts sufficient to give them an idea of the course they should keep. They also carried a trusty compass, and other primitive apparatus for guiding them over the deep. These were all stowed within the canoe, as were their supplies, blankets and guns. To the average landsman the canoe, as it lay on the Hudson Bay Company's dock today, looked incomparably unequal for the task which had been successfully accomplished. The navigators are quite modest, as is characteristic of Danes. They speak of their trip not at all boastingly, but with their statements comes the conviction that they have endured great trials—severe undertakings, which will last while memory lasts. To a TIMES representative thus they told the story of their experiences. They stated that their capsizing took place near Cape Manby and was occasioned by the breaking of one of the wooden supporters of the canoe. They got to a beach, and finally repaired it. While out they killed two bears, which renewed their supplies.

THE ALEUTIAN GROUP.

The island of Kodiac, which forms a part of the Aleutian group, is situated in the North Pacific ocean, and the average reader has no definite idea how far north this is until he gets his map and looks. It will startle him. The geography of it is new to most people—new because there is next to no intercommunication with any other country than British Columbia, and that is almost next to none. Notwithstanding this white traders are there in considerable numbers, and a good deal of trading in skins is annually done. It is 1000 miles from Kodiac to Cape Spencer, and it is fully 1500 miles more to Victoria. The navigators have been north. There is no question about that. The rain coats which they wore are of walrus skins. They carried a log book, but it got wet in the many storms, and many of its pages can scarcely be read.

Again Adjourned.

The case of Quininisky, the Stickeen Indian, in connection with the murder of the Chinaman, was called to-day, but was again adjourned for eight days.

Messrs. Rand & Lipsett.

This firm have opened a real estate agency in the old Colonist building, Government street, near the postoffice. They are both well known in this city and Province, and certain to receive a share of public favor.

THE MAINLAND.

(Condensed from the Columbian and Guardian.)

Water in the Fraser is quite low, and the bar opposite Westminster shows quite an increase during the season.

There was more rain on Monday night, and Tuesday was a gloomy day. Farmers have given up all hope of the grain which still remains in the field.

The Royal City band has arranged to attend the Chilliwhack Agricultural exhibition.

It rained very hard last Sunday afternoon, and Rev. Mr. Allen was prevented from filling his appointment at Port Moody.

The steamer Idaho arrived at New Westminster from Tacoma on Tuesday morning with eight passengers and fifty tons of freight.

Mr. Geo. Bothroyd, of Surrey Centre, has some fine samples of corn on his farm. Besides several ears there was a stalk measuring 10 feet 11 inches, which three men. And yet some people run away with the notion that this is not an agricultural country.

The Bishop of New Westminster states that the Church of England has not abandoned Port Moody. Services have not been held there for some time, but it is intended to resume services shortly.

A new impetus has been given to clearing and building at Port Moody in order to meet the early demand which will doubtless arise with the commencement of the roundhouses and the erection of the station buildings. It is reported several sales of lots have recently been made in Port Moody at figures asked some months since.

At a meeting of the Licensing Court in New Westminster last Monday, Mr. Bole gave it as his opinion that while the Dominion Liquor License Act is unrepealed, or not declared unconstitutional by competent authorities, the authority of the local Licensing Court is at least doubtful. Mr. Armstrong, thought the local magistrates retained full power until the Dominion Act came into force. The Mayor—I do not think so. Mr. Ferris said that on the 1st of November he would be prepared to make his report to the Board, and after that day there will be a fair field and no favor. Mr. Bole—As an inferior court we have no power. The parliament of the Dominion is the highest court in the realm. It was then resolved, "that this court do adjourn until the question of the constitutionality of the Dominion Liquor Act be decided by the Imperial Government." And the Court adjourned accordingly.

The Fort Moody road, leading from New Westminster, is reported to be in a very bad condition.

A correspondent writing from Nicola says: Kilroy is getting in his hay in good condition and has a very fair crop. Byron Ganishaw is busy fencing his section. Ben Anderson and Tom O'Dwyer have some fine beeves; there are signs of Tommy turning Benedict. G. Caughill has some fine colts. Grant & Irwin have a fine band of cattle in good condition. I returned by way of Mr. Robt. Hamilton's, who has an excellent ranch of 600 acres; his crops are all in, and the grain is a good average. There have been some burglaries committed in Nicola lately; watches were made to go, but a man likes to know with whom they go. I suppose it is on this account they propose putting up some cells here. We were glad to see Mr. L. Guichon looking as jolly as an Englishman, and as genial as he always was. He is taking some beeves and colts down to his farm on the Fraser.

McInnes & Co. are busily employed in putting up a residence for the Chinese on Columbia street, next door to the city hall. The first floor is ten feet below the level of the sidewalk. The room is 30x20 feet, and will contain sleeping berths for 500 celestial snorers. The progress of the age is truly amazing. The Chinese go to bed early, and when the City Fathers meet on Monday nights the snores of 500 sleepers will be strange music for their ears.

Mr. Knight, of Popam, recently married Miss Cawley of Chilliwhack. The young people came to New Westminster on the Wm. Irving, whose flags were flying in honor of the event, which caused quite a flutter of excitement in the Royal city. The Newly married couple were on their way to the solitudes of the Sierras for a month.

Notes about Cowichan

Coun. W. A. Robertson has just returned from a trip to the Cowichan district. He found numerous traces of iron and coal in that neighborhood, and also large tracts of farming lands. Many settlers have settled in the district during the present season.

Steamer Amelia.

Steamer Amelia brought the following passengers from New Westminster today: Hixon, Hayes and wife, C D Casad and wife, Pape, W Dawson, Humber and wife and son, Alsop, Mrs Parmater, Mrs Sinclair, Mrs Williams, Sheppard, Hicks, Seabrook, Kerr and 17 Chinese.

Railway Accident.

Press Dispatch.

YALE, Sept. 18.—Early this morning the down train between Yale and Boston Bar came into collision with a rock on the line. The locomotive was considerably damaged and the cars thrown off the track. No one was injured.

From Nanaimo.

Steamer R. P. Rithet arrived from Nanaimo to-day bringing the following: Lawson, Watt, Barber, Turner and wife, Elligison, Mrs Gopel, Mrs McAllister and daughter, Mayer, Fraser, Mrs Millington, Miss White, Mrs Russell, Croft, Decker, Elliott, Lafortuma, Smythe, Spaulding, Mackinnan, Olsen, and 17 Celestials.

Mr. J. S. Clarke, who has been assisting in the telegraph office, leaves tomorrow morning for the Mainland, where he has accepted a position on the C. P. R. Mr. Clarke is is a genial, obliging gentleman, and carrys with him the best wishes of many friends in this city for his success. His position will be filled by Mr. H. F. Peters, who arrived today.

The Weekly Times

Will be ready to-morrow morning. In every respects it will be a first-class number. See it, read it and send one to your friends.

Off for England.

Steamer Alexander will tow to sea to-night the bark Harvest Home, Captain Williams, with her barge load of salmon.

A Remarkable Coincidence.

The Seattle Post-Intelligencer says: It is not a little remarkable that two vessels, both built on Puget Sound, both from San Francisco, both for Seattle, and both arriving here the same day, should, each lose a man on the trip, yet this chapter of coincidences occurred during the late voyages up the coast of the La Gironde and Grace Roberts.

No Council Meeting.

There was no meeting of the City Council last night owing to there not being a quorum.

PUGET SOUND CABLE.

The Lines Now Stated to Be in a Much Improved Condition.

It is gratifying to note that improvements are still being made in our telegraphs and cables, for if one thing in this country is more wretched than another it is the telegraph facilities. The authorities on both sides of the Straits need have no fears of doing too much. If they will consent to keep on with their improvements they will find, judging by the past, if they continue for weeks, and even months, there will still be plenty to do. THE TIMES, a fortnight since, mentioned the fact that Mr. R. B. McMicking, of this city, had

COMMENCED LAYING THE CABLE

For the Puget Sound Telegraph Company. The Port Townsend Argus now says: It has, at considerable expense, restored to the public good telegraphic service again. For several months the cable across Hood's canal has been unfit for service and messages were transferred from Port Gamble to Ludlow. A new cable is successfully laid, and it is now in excellent working condition. After laying this cable, the Rip Van Winkle, in cable service, went down to Sequim bay, below Port Discovery, and laid the cable to take the

PLACE OF THE AIR LINE,

across Sequim bay. This cable was put in place yesterday. From Sequim they will return to Hood's canal, take up the old line, repair as much of it as can be used advantageously, and store it away for future use. The cable line between Port Madison and Seattle will be overhauled and thoroughly repaired. This will be a great benefit to the shipping merchants, and the public generally, and will be appreciated.

VOICE OF THE PEOPLE.

(THE TIMES wishes it to be distinctly understood that it is in no wise responsible for, and does not necessarily agree with its correspondents.)

A Narrow Sidewalk.

VICTORIA, B. C., Sept. 18, 1884.

TO THE EDITOR OF THE TIMES:

SIR—If you will allow me a small space in your columns, I will call the attention of our City Fathers to the sidewalk on one of our principal streets, namely, Yates street. The walk is only three feet broad from the corner of Cook and Yates streets upwards. Now, as it is the principal street of this city, and is also very dark at night, I should like to call the attention of our City Fathers to the fact that it should be five feet, at the least. M.

A Reaction.

Notwithstanding the mal-administration of Winnipeg's civic affairs and the collapse of the much lamented boom real estate having touched rock bottom is now on the move upwards, several large sales at good figures having been made lately.

A Liberal Offer.

Owing to the large sale of our beautiful views of Victoria, we have been able to increase our issue largely, and will give our patrons the benefit of the decreased cost. Everyone will be supplied at half the original cost, viz: $1 25. Those who have paid $2 50 for the view will be supplied additional copies equal to those they paid for, gratis.

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Plans, specifications and estimates furnished for buildings.

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HOUSE, SIGN AND ORNAMENTAL PAINTERS.
Fine Graining and Marbling a specialty, also artistic imitations of any class of wood. Paper hanging, kalsomining, etc., promptly executed.

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GOVERNMENT STREET, VICTORIA, B. C.

SUMMER BEVERAGES.

S. C. BURRIS,
ARCHITECT,
Corner Yates and Broad Streets,
Moody's Building, Front Room, Up Stairs.

H. H. LESLIE,
ARCHITECT.
OFFICE—Over E. M. Johnson's, rear of Bank of British Columbia, Victoria.
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[Established 1861.
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As we buy all our goods direct from the Best English and Canadian Manufacturers, therefore we can afford to let the public have them at wholesale prices.
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All New, Fresh and Cheap.
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Every article for hotel, boarding house or private family use.
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The Largest and Finest stock of Horses, Carriages, Phaetons, Surreys, Etc., in the City
HACKS TO AND FROM THE STEAMERS.
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The Daily Times.

Victoria, Thursday, Sept. 13, 1894.

ON THE POSTAL-CAR.

An Insight into the Operations of the Railway Postoffice.

The Lively Clerical Work Required ---How Errors Are Recorded--- Long Hours of Labor--Tons of Mail Matter.

[Chicago Tribune.]

The magnitude of the great railway mail system in the United States is almost beyond human comprehension, and embraces details of such a minute character that it requires nearly a lifetime to master all of its branches. The recent developments in this line of service has brought the subject afaw before the public, and in view of the newly-inaugurated rapid transit in the west, additional interest is attached. The same general system is employed on all the various branches, and it is the purpose of the present article to give a rough outline of the workings of the department. A Tribune reporter who accompanied the first fast mail between Chicago and Minneapolis was afforded an opportunity of studying the practical operations of the railway postoffice, and that route will be used as an illustration.

BEGINNING WORK.

The train leaves here at 3 a. m., and the postal clerks begin work at the depot at 5 o'clock the previous afternoon, their car being stationed in the yard. The last mail from Chicago is taken to them about 2:30 a. m., and the mail from the eastern train, arriving here at 12:50 a. m., is generally placed on board the train for the northwest just a few minutes before its departure. The New York train usually brings from four to five car loads of mail, a portion of which is sorted on the road and the remainder at the Union depot, where it is separated for the western and northwestern lines. As the eastern mail is frequently late, a large amount of heavy work is necessary in order to make the connection. Then at the last minute, when the letters, etc., have been safely stored away, the daily papers are rushed to the train. It now wants but a few minutes of 3 o'clock, and in order that the train may leave on time some lively work has to be done. The Chicago & Minneapolis railway postoffice supplies all of Wisconsin and connections, and connects with nearly all of Minnesota and the larger portion of Dakota and all of the territories supplied by the Northern Pacific railroad. When this mail reaches the car leaving here at 3 a. m. it has been divided into states by the Chicago office, and mail lines centering here, the pouches being marked "Chicago & Minneapolis R. P. O."

CLERICAL KNOWLEDGE.

This is only a very small beginning of the work, the clerks on the postal-car being obliged to make a complete distribution. Each clerk must know every connection at every junction throughout the state which he is handling, so that he can get each letter and paper to its destination in the quickest possible time. If there are two railroads passing the same town he must be able to ascertain which line will get there the quickest, if it is only ten minutes, as all mails are distributed by time.

All of the mail for Wisconsin must be distributed before the train reaches Milwaukee, as most of the Wisconsin connections center there. If the Chicago & Minneapolis railway postoffice is behind time, and any one connection is missed, the clerks must be sufficiently well posted to take advantage of the best connection, and for this purpose the superintendent of the division publishes monthly a time schedule giving the time of each railway postoffice, and also express trains throughout the entire division at every junction which it passes.

To keep posted on all these connections requires constant study on the part of the clerk, as he must keep in his memory over 150 connections subject to changes constantly.

POSTAL-CARS.

The postal-cars are fitted up like miniature postoffices, each one on this division containing about 600 boxes and a paper and pouch rack, upon which are hung at least 200 tie-sacks and letter-pouches. As fast as a pigeon-hole becomes full the package is tied up, properly labeled either for a railway postoffice or a city, and thrown into its pouch. The same is done with all the states. When the destinations of the pouches are reached they are taken out of the racks, closed, a printed pouch-label placed in the label-holder, the pouch locked and thrown off the car. While this is going on it must be borne in mind that the work does not stop upon the receipt of the mail at Chicago, but at each stopping station more is taken on, so that the supply is steadily on the increase. Places where stops are not made are called "catch stations," the mail being thrown off and taken on from cranes erected at the side of the track. The engineer signals the approach to a catch-station by whistling, and the clerk whose duty it is to exchange the mail must be promptly at the door when the station is reached. Where stops are made it is only for a minute or two. It frequently happens that the clerks are behind time when a junction is reached, especially when the mail is very heavy. In that case the mail is carried by, and advantage is taken of the first return train with which connections can be made.

WORK IN THE CAR.

Every package of letters made up by the clerks must bear a label-slip giving plainly the address of the postoffice or railway post-office to which it is to be forwarded. If it is a railway postoffice which is to be reached at a certain junction the label-slip must be marked "North," "South," "East" or "West" as the case may be. This slip must also bear the name of the clerk who made up the package, initials showing the direction in which he was running, and the imprint of his post-marking stamp. If any missent letter is found in one of these packages, a note is made on the back of the label-slip, the clerk signs his name and stamps on his imprint. All of these slips are forwarded daily to the office of the superintendent of the railway mail service, carefully examined, and a complete record kept of all errors made by each clerk. If a man's record becomes bad he is called in for examination, and if he fails after a short trial to improve he is removed or reduced. The number of errors depends altogether upon the line on which a clerk runs. On some lines men make only from two to five errors per month, and on the heavy runs where a clerk is obliged to strain every muscle from sixteen to twenty hours at a stretch the number will reach as high as 100 or more. Of course these things are all taken into consideration.

TONS OF MAIL.

To give an intelligent idea of the tons of mail that are daily sent over the country by the different railway postoffices would be a difficult matter, and the nearest approach that can be made to it is to present the number pieces that are handled in any given time. At the close of the fiscal year last June there were 100 railway postoffices in this (the Sixth) division, which embraces Illinois, Iowa, Wisconsin, Minnesota, and the northern peninsula of Michigan, Nebraska, Dakota, Wyoming, the Union Pacific railway through to Oregon, and Utah, including the Short Line and the Northern Pacific from St. Paul to Helena. Through this territory there were distributed during the year 495,573,880 letters, and of third and fourth class mail 297,480,450 pieces, making a total of 793,050,330. The clerks handled 3,320,905 registered packages and 64,417 registered pouches, running a distance of 19,556,226 miles. This year there will be a large increase over these figures. From seven to eight tons of mail are handled on an average daily on the Chicago & Minneapolis division. Part of it is through mail, but on an average the clerks are obliged to handle from four to five tons. It has been known to run as high as twelve tons, nearly all of which had to be distributed.

LONG HOURS.

Mention has already been made of the heavy work done by the clerks and of the many points that are necessary to memories and keep constantly in view. On the fast line, from Chicago to Minneapolis, the men work from 3 p. m. until 4 p. m. the next day—a stretch of twenty-three hours—without a minute's rest. At Minneapolis they lay off from 4 p. m. until noon the next day, when they return to Chicago, arriving here the following day at 7 a. m. The trip is then repeated without any intermission. Every other week, however, each clerk lays off for a week. The compensation runs from $800 to $1,200 a year.

CONTRACTS WITH RAILROADS.

There are probably but few people who understand the arrangement by which the United States enters into contracts with the railroads for delivering the mails throughout the country. Over $10,000,000 are paid annually to the railroad companies for mail transportation, and there are 120,000 miles of railroad on which service is performed. The payments are based on a system of weighing, which takes place once in four years, the United States being divided into four sections, so that a weighing occurs each year. It is done by men employed by the postoffice department, the railroad companies sometimes having representatives present.

CITY ADVERTISEMENTS.

Don't Fail to See this.
Second Hand Tools,
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Articles of every description bought and sold by GEO. POWELL, Yates street, between Government and Broad.
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WM. POWELL,
Blacksmith and Wagon Maker.
Corner Broad and Johnston Streets.
All work entrusted to him will be done in Superior manner. Carriages and Wagons thoroughly repaired and nicely painted at
VERY MODERATE RATES. (7)

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DAVID C. HEAL'S
TO BUY YOUR
Stoves, and Tinware.
The cheapest house this side of San Francisco. Dealer and manufacturer of Tinware, Sheet Iron and Copper work. Gas work and water pipe and general jobbing a specialty.
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FINE FAMILY GROCERIES.
CARNE & MUNSIE,
Importers and Dealers in
Groceries, Provisions,
TABLE DELICACIES.
Oregon and Island Produce.
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STAPLE AND FANCY
Dry Goods Emporium.
Government Street. VICTORIA, B. C.
Hutcheson, Young & Co.
(1)

ESTABLISHED 1861.
A. & W. WILSON,
Plumbers, Gas Fitters,
BELL HANGERS AND TINSMITHS.
Dealers in Best Descriptions
Heating and Cooking Stoves,
Ranges, Etc.
FORT STREET. VICTORIA, B. C.
TELEPHONE CALL, 126. (1)

W. D. MCKILLICAN. W. J. ANDERSON.
McKILLICAN & ANDERSON
CONTRACTORS
—AND—
BUILDERS.
Job Work Executed with Neatness and Dispatch.
All Work Guaranteed to give Satisfaction.
Stair Building a Specialty
Langley Street, between Broughton & Courtney
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COLUMBIA STREET
NEW WESTMINSTER, B. C.
ALL KINDS OF
Fresh and Salt Water Fish.
VEGETABLES, FRUIT,
POULTRY, GAME, FARM PRODUCE, Etc.
The Patronage of the Public is Respectfully Solicited.
WINDSOR, NELSON, & CO. Proprietors.
aug15-3m (7)

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Wagon Makers & Blacksmiths.
YATES ST., near Broad, Victoria, B.
Buggies, Spring Wagons and Carts for sale at a bargain. (7)

RAILROAD HOTEL,
JOHNSON STREET
Opposite Shotbolt's Drug Store, VICTORIA.
Thoroughly Renovated & Re-furnished
Best Board and Cleanest Beds in the City.
MEALS AT ALL HOURS. Single Meals, 25 cents; Beds per night, 25 cents; Board and lodging per week $5.50. Terms Cash.
JOHN BERG, Proprietor. (1)

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First-Class House; only 100 Yards from all Boat Landings.
Fine large rooms; good ventilation and splendid view; the table is always supplied with the best in market; comfort of guests carefully watched, and every effort used to keep the reputation of the house A No. 1.
WM. DODD, Proprietor.
aug30-3m (7)

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IT IS THE PEOPLE'S PAPER!
And is read by all Classes of the People.

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AN UNFLINCHING ADVOCATE.

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Is the only evening newspaper north of Portland that secures the Associated Press Dispatches.

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THE TIMES

Pays special attention to City and Provincial news, as well as news from all parts of the Dominion. In these departments it has no rival. Hence its wonderful success and the hold it has already secured on the people of Victoria.

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17 and 19 Fremont Street,
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Saws of every Description on Hand and Made to Order. Agent for
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